

INFORMATION REPORT

CD NO.

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COUNTRY East Germany

DATE DISTR. 28 October 1952

SUBJECT Improvement of Railroad Lines and Stations

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(LISTED BELOW) 5 documents @)

DATE OF INFO.

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SUPPLEMENT TO
REPORT NO.

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[REDACTED] the second track on the [REDACTED] section is scheduled to be reconstructed and the both tracks are to be electrified. (1)

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[REDACTED] Erwin Kramer, Director General, Railroads, has ordered that the Nordring Berlin to be completed as soon as possible. The completion date for this project was reportedly to be 10 August 1952. (2) [REDACTED] the 1953 money allocation for the reconstruction of the Fuerstenberg railroad station was increased from 800,000 eastmarks to 2.8 million eastmarks. (3) The double tracking of the Guben-Falkenberg line is to be extended beyond Torgau as far as Leipzig and Halle. (4)

25X1 3. In late July, [REDACTED] work on the construction of a railroad overpass south of Karow was started. Excavation work is presently being done there. Work on the construction of a railroad overpass south of Muchlenbeck was also started. (5)

4. In late July, [REDACTED]

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- The staking off for a single track connecting curve southwest of Karow was started. (5)
- Work on the connecting curve northwest of Loewenberg was begun in early July. (6)
- Steep grades and narrow curves are being eliminated on the Loewenberg-Neu-ruppin-Rathenow line. (7)
- Two single track connecting curves for interurban and long distance operations are scheduled to be built from a point north of Blankenburg to the Nordring Berlin. The connecting curve to be used for Berlin interurban railroad traffic will be given priority. (5)

5. Work on the double-track railroad bypass east of the Gesundbrunnen interurban railroad station was started on 14 July. Some of the available freight tracks were utilized for this project. About 1,000 meters of trackage must be newly constructed. The completion date for the project has been fixed on 20 September 1952. (1) Work

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- 2 -

on the connecting curve southwest of Charlottenburg was started on 15 July. The completion date for this project was reportedly fixed on 20 August 1952. (8) Work on the double tracking of the Grossbeeren-Lichendorf line was started in mid-July. So far, only work on the roadbed has been performed, as the rails required have not been delivered to date. The completion date for the project has been fixed on December 1952. (9) Work on the improvement of the Treuen-Brietzien-Felzig line, which, because of its steep grades and narrow curves could not be used by heavy trains, was started in early July. In parts, the line will be lowered as much as 3 meters. The new line deviates from the course of the previous one by as much 100 meters. (10) Work on the construction of the connecting curve at the intersection of the southern section of the Berlin Outer Freight Ring with the Berlin-Jueterbog trunk line was started in mid-July. The curve will be about 3 km long. (11)

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5. In early August [redacted]

25X1 [redacted] all available construction workers had to be assigned to work on the Berlin Outer Project. (5)

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7. During the period from late June to mid-July [redacted]

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- a. The connecting curve at Bernswalde was not in full operation. (10)
- b. Earthworks for the construction of the Templin-Prenzlau line were started on 10 July. (11)
- c. The bridge over the Grenzgraben on the "Internationale" trackage line was almost completed. The new bridge for the road overpass 1 km north of Prenzlau was being concre. ed. (10)
- d. A sum of 2 million eastmarks was included in the 1953 investment plan for the reconditioning and enlargement of the Friederswalde railroad station. (12)
- e. Excavation work for the construction of the Lietzow-Bing line was started in late June. The cost of this project is estimated at 2,100,000 eastmarks. (13)
- f. By order of the Designs Bureau of the Directorate General, Railroads, Berlin, the Designs Bureau of the Friederswalde regional railroad headquarters was ordered to complete the designs and surveying work for the Vogelsang-Grunewald branch line without delay. The special constructions staff of the Directorate General, Railroads, Berlin, was charged with the supervision of this project. The special construction staff was located in Schennewalde. Its departmental chiefs were almost exclusively Soviet officials or officials. The designs for the construction of the branch line were submitted to the special constructions staff on 15 July. Work on the construction of the line was scheduled to be started on 20 July. (14)

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8. On 24 July, [redacted]

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[redacted] the Luetzow-Schwaan line was completed except for a stretch of 3.6 km. After that date, construction work was also done from the direction of Luetzow. The completion date for the project was, allegedly, fixed on 30 August 1952. (15)

- 9. At a conference held at the Berlin regional railroad headquarters on 22 July, the Schoenhauser Allee construction project was discussed. The staking off of the line was started. The long distance track between Pankow and Friederswalder Strasse will be dismantled. (1)

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25X1 10. In late July, [redacted] at the Berlin regional railroad headquarters that Wunsdorf was being used for the departure station of the so-called Blue Express. Therefore, the Wunsdorf railroad station has been provided with additional facilities. Source furthermore learned that the Blue Express will be rerouted through Czechoslovakia in the near future. (16) A third platform is scheduled to be built at the Lichtenberg railroad station in order to ease the burden on the Ostbahnhof station in Berlin. (17) A connecting curve each is to be built near Brandenburg and Golzig in 1952. (18)

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personally made the following observations:

- a. The connecting curve near Altstrelitz was under construction. (19)
- b. Work on the laying of rails for the Golzow connecting curve was started. (20)
- c. A stretch of 500 meters of trackage was completed from Templin in the direction of Prenzlau on the Templin-Prenzlau line. (10)
- d. A total of 36 storage sheds are scheduled to be built in the Treifewald railroad district. Sheds are to be constructed at Miltzow, Trosskiesow, Sueslow, Kleinbuenzow, Wulkow, Bucherow, Wilmersdorf / Uckermark, and Chorin, on the Stralsund-Berlin line. The standardized freight sheds will have the same measurements and will be erected by the VEB. (21)

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25X1 25X1 25X1 the interurban connecting curve between Berlin-Pankow and Schoenhauser Allee will be built double-track. (1)

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[redacted] Comments.

25X1 (1) Information on the construction of this connecting curve on the Berlin interurban railroad system was transmitted previously. [redacted]

25X1 25X1 25X1 the permanent way for the connecting curve is to be completed by 31 August, while the telecommunications and safety installations are scheduled to be finished by 15 October.

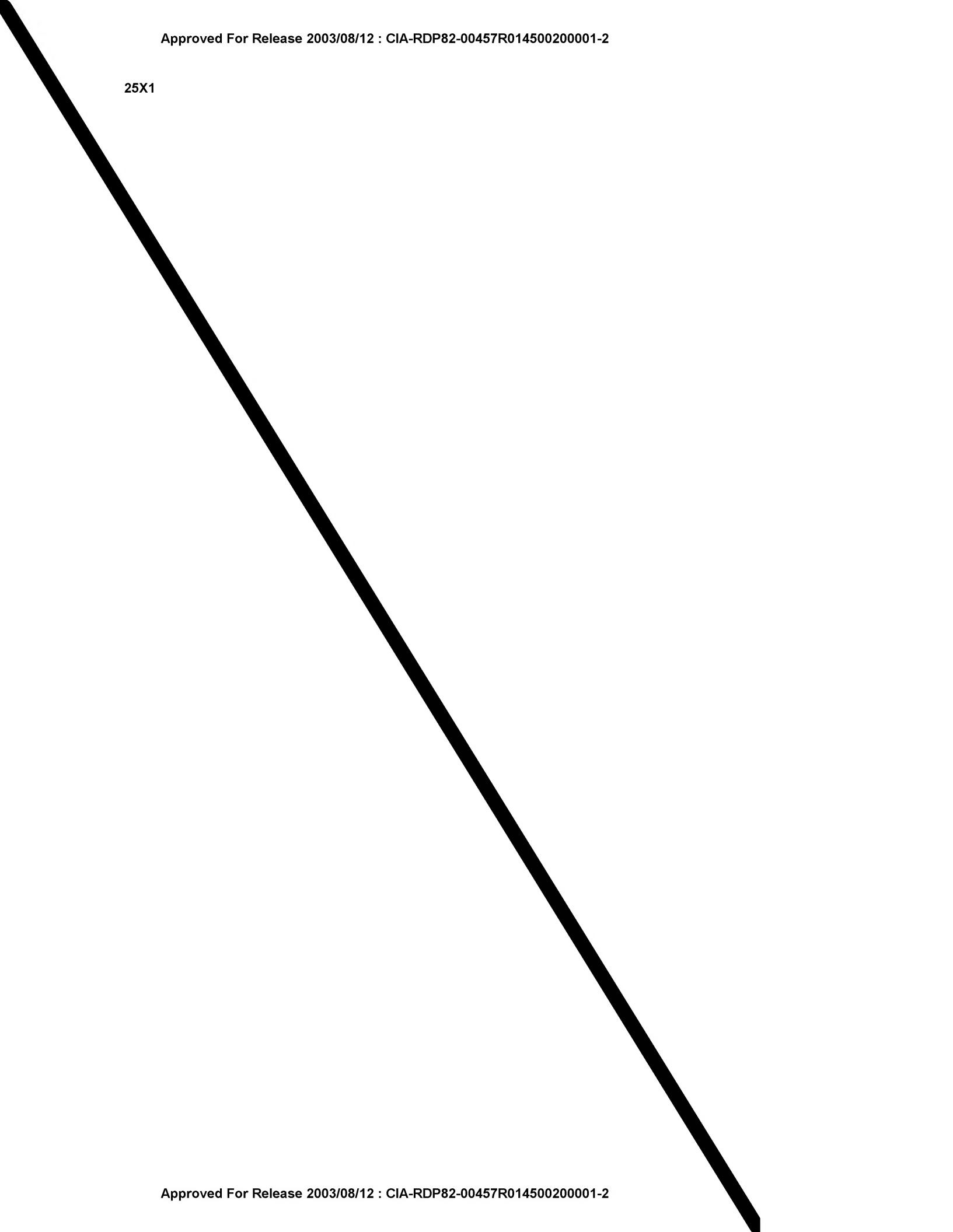
25X1 (2) This item of information refers to the second construction stage of the Nordring Berlin, which covers the Niederschönhausen-Wannsee-Wustermark line section. Originally, work on this project was not to be started before 1953. It now appears that it is to be executed in 1952.

25X1 (3) This project, which is connected with the Laundry combine East located in this area, has been included in the 1953 construction program. [redacted]

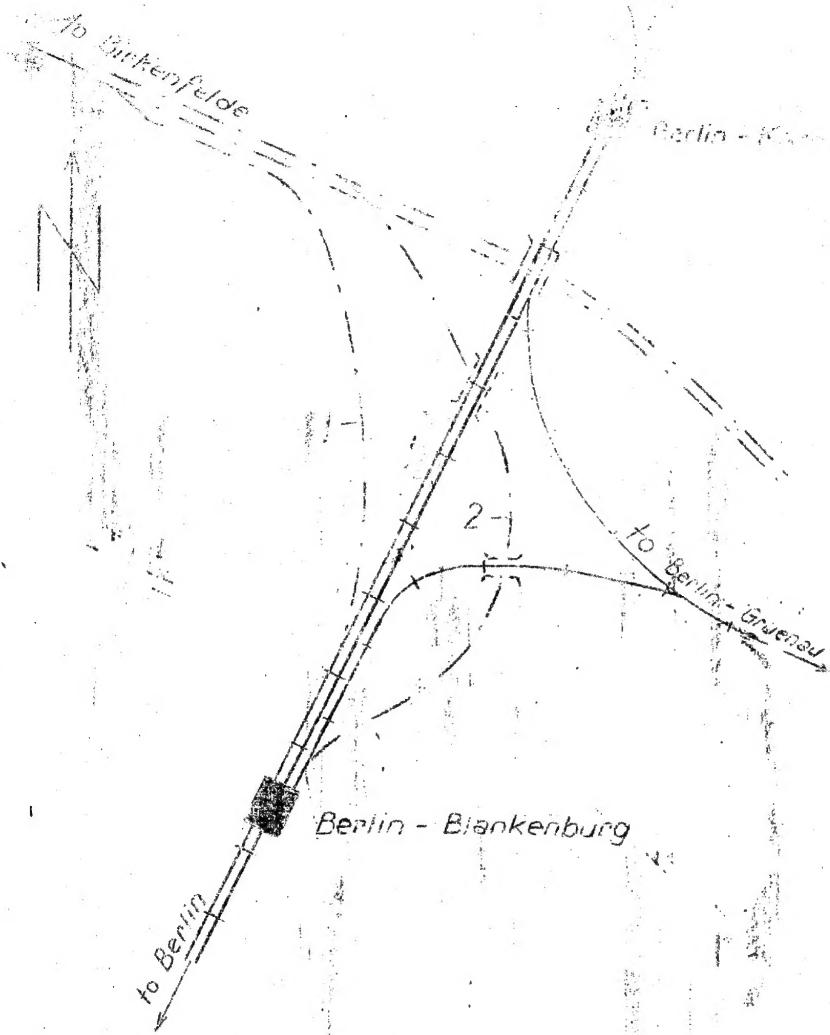
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Location Sketch of connecting curve proposed between



Legend:

- — — — Double-track line (one track for S-dahn operations, one track for long distance traffic)
- + — Single-track line
- + — — Nordring Berlin. The embankment is being built for two tracks, but only one track is being laid for the time being.
- + — — Two single-track connecting curves under construction

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not to scale